

25X1

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY **Poland**
 SUBJECT **Stettin: Port Conditions/Observations**
 PLACE ACQUIRED (BY SOURCE) **[redacted]**
 DATE ACQUIRED (BY SOURCE) **[redacted]**
 DATE (OF INFO.) **[redacted]**

REPORT NO. **[redacted]**

RESPONSIVE TO	
1	2
CD NO.	
OO/C NO.	
ORR NO.	
DAS NO.	
OCI NO.	

25X1A
25X1A

25X1C

DATE DISTR. **8 Nov 1954**NO. OF PAGES **2**

NO. OF ENCLS.

25X1

SUPP. TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

--

1. **[redacted]** 25X1
2. **Swinemunde to Stettin.** The ship was boarded by a canal pilot at 0135 local time **[redacted]** at the buoy marked "Swinoujscie". **[redacted]** proceeded up the Oder River to Stettin, Poland. While passing Swinemunde **[redacted]** six motor torpedo boats moored in a nest. **[redacted]** remember observing any other naval craft or activity. 25X1 25X1 25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

Grounding. **[redacted]** vessel was in the channel bound for Stettin, in approximate position 53°43.3'N, 14°27.2'E she ran aground in soft mud on the starboard side of the channel. Fog seemed to be the main cause of grounding. She grounded at 0745 **[redacted]** the ship's engines from that time until 0943 when she managed to free herself without damage.

Arrival at Stettin. **[redacted]** Stettin at 1125 and berthed at the pier in approximate position 53°25' 41"N, 14°36'08"E. The arrival search of the vessel was conducted here before **[redacted]** discharging.

3. **Stettin.** While berthed at Stettin **[redacted]** several buildings which were being used as state granaries. The buildings were greatly in need of attention and repair. The eaves had become cluttered until they no longer carried out their purpose and water was seeping into the buildings thereby damaging the grain. The attitude of the local people toward such destruction seemed to be "Of course we don't worry about that; it is state property".

4. **Discharging.** Due to a shortage of labor only two cranes were used for discharging during daylight working hours and one at night. Discharging was completed at 1515 **[redacted] 54.** On completion of discharging, the departure search was begun. It continued until 1910 when the vessel left the pier. Upon clearing Swinemunde the pilot departed.

ONI review(s) completed. **[redacted]**

CONFIDENTIAL

25X1
25X1

DISTRIBUTION →	STATE	ARMY	NAVY	AIR	FBI			
----------------	-------	------	------	-----	-----	--	--	--

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA.

CONFIDENTIAL

25X1A

25X1

-2-

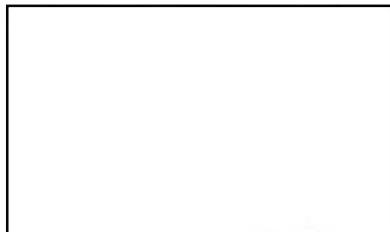
5. Gliders Observed. During the period of discharge at Stettin [redacted] two 25X1
airborne gliders of a nature similar to (US) sportsman type.

Places and areas in this report covered by US Naval Hydrographic Office Charts:

HO 4873 (Nord-Perd to Swinemunde)
HO 4986 (Baltic Sea, Eastern Part)
HO 4925 (Swinemunde to Stettin)

No charts are available on loan for all charts

-end-



25X1

(+) (Handwritten mark)

CONFIDENTIAL

25X1